

Amendments to the Claims

This listing of claims will replace all prior versions, and listings, of

Listing of Claims

1. (currently amended) A method for controlling an engine have at least first and second groups of cylinders, the engine coupled to an emission control device, comprising:
~~in response to engine starting~~ **the engine by firing cylinders from both cylinder groups; and then** operating the first group of cylinders at a first ignition timing and rich of stoichiometry; and
operating the second group of cylinders at a second ignition timing more retarded than said first group and lean of stoichiometry.
2. (original) The method recited in Claim 1 wherein said first ignition timing is retarded from a maximum torque ignition timing.
3. (original) The method recited in Claim 1 wherein said second ignition timing is retarded more than 10 degrees from said first ignition timing.
4. (original) The method recited in Claim 1 wherein said operation is carried out during engine idle speed control.
5. (currently amended) A method for controlling an engine have at least first and second groups of cylinders, the engine coupled to an emission control device, comprising:

starting the engine by firing cylinders from both cylinder groups; and then in
~~response to engine starting:~~

first transitioning to:

operating the first group of cylinders at a first ignition timing; and

operating the second group of cylinders at a second ignition timing more retarded
than said first group;

and then second transitioning to:

operating the first group at said first ignition timing and rich of stoichiometry; and

operating the second group at said second ignition timing and lean of
stoichiometry.

6. (original) The method recited in Claim 5 wherein said first ignition timing is retarded
from a maximum torque timing.